

Official and Classified ADVERTISEMENTS

Continued from page 15

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In addition to possessing an appropriate technical or professional qualification the successful applicant should be commercially orientated and presently in a senior management position where profit/loss criteria apply. He will report directly to the Chairman of the Board.

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Tenders with outline specifications to be sent to: The Manager, Fishing Department, H. Clarkson (Shipbrokers) Ltd., 52, Bishopsgate, London EC2P 2AD.

This invitation to tender closes on the 7th February, 1976.

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fishing news

January 30, 1976

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AGGRESSIVE TO THE LAST

WARPS CUT AS TALKS ARE HELD

FED-UP skippers fishing the Icelandic grounds have had an almost wasted week while talks aimed at settling the cod war have been held in London.

As Icelandic Prime Minister, Geir Halgrímsson, headed back to Iceland with a package of measures aimed at settling the 200-mile limit dispute, angry distant water trawler skippers were demanding compensation for lost fishing time while the talks were held.

They will be even more angry if, as widely predicted, the talks fail to have secured a worthwhile agreement for the British deep-sea fleet.

Skippers are demanding that the Navy frigates are

brought back inside the 200-mile zone if the settlement package — being considered in Iceland from Wednesday this week — is thrown out. Even while talks went on *Boston Bleinheim* had her warps chopped.

Dag Pike, reporting for *Fishing News* from the support ship *Miranda* off Iceland on Wednesday, said: "An incident on Tuesday night demonstrated how delicate the situation is on the Icelandic grounds."

The gunboat *Agur* found *Boston Kestrel* with her warps out and ordered her to haul. In doing so *Kestrel* caught her cod end around the propeller.

The trawler *William* was caught by the *Agur* and was accused by

the gunboat of attempting to collide with her.

The two vessels came within half a cable of each other and it was only after a discussion over the R/T that the situation was resolved.

The gunboats are still challenging any trawlers found fishing and ordering them to haul their gear. But it is, perhaps, significant that they are not cutting warps at this stage. It appears that only a few trawlers are fishing.

The feeling of frustration amongst skippers is growing partly as the weather is good for fishing. The skippers are generally resigned to sweating it out in the interests of a long-term settlement.

During talks it is thought that the catch quota now acceptable to the British fleet came tumbling down.

A joint telegram sent by skippers to the Hull Trawler Officers' Guild late on Tuesday read: "Trawlers not allowed to move from support vessels. Protection non-existent. Been laid to 30 hours in fine weather. Skippers' tempers fraying. Morale low. Prospects of catching fish under these conditions absolute-ly nil."

The new 85 ft. *Ajax* grossed £11,719 for 762 boxes, mostly codling, to add £708 to the record he set up with the old 80 ft. *Ajax*.

Since taking over *Ajax*, Skipper Campbell has made 14 trips and earned close on £90,000.

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Northern Sky's anchor and chain being removed.

Last trip for top steamer

THE GRIMSBY steam trawler *Northern Sky* has been laid up by her owners British United Trawlers (Grimsby) Ltd.

The move was not entirely unexpected, for the industry has recently had to absorb another hefty increase in the price of fuel oils.

The seven remaining steamers (one at Hull and six at Grimsby) consume about three times as much heavy fuel as their diesel counterparts.

Northern Sky, built by

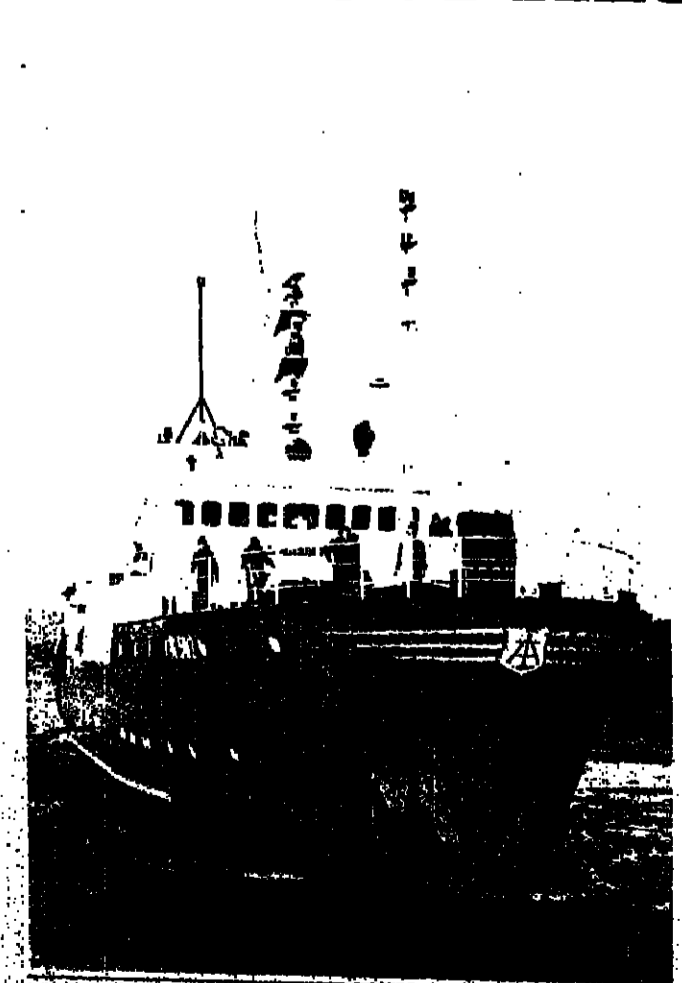
Rickmerswerft, Bremerhaven, Germany, in 1956, is also due a major survey.

But the situation has given rise to speculation that B.U.T. may transfer its Fleetwood wellfishers to the Humber. With Fleetwood dock charges going up again, the rumours take on a new importance.

B.U.T.'s Wyre Trawlers has been operating from Fleetwood for several years. At present it has a fleet of seven side trawlers sailing from the port. They are *Wyre Captain*, *Wyre Commander*, *Wyre*

Turn to page two

FAROESE SHIP IN WITH A RECORD



CAPTAIN Mortan Johannesen (33) steamed *Polarborg I* (TG 507) into Grimsby on Wednesday last week and left 36 hours later with a £41,725 record for a Faroeese wet fish trawler landing in Britain.

Polarborg I is used to setting up records. Since she arrived from builders Sterkoddor A/s, of Christiansund, Norway, last June for owner Jakup Joensen she has already completed 11 trips, landing more than 1,300 tons of cod and boxed fish (95 per cent cod). She established herself as the top wet fish trawler in the Faroes.

This is her first visit to Grimsby and Captain Johannesen is so pleased with the result, which he described to *Fishing News* as "a very, very good sell," that he is hoping to beat his own record by returning the trip after next in February.

Polarborg I landed 1,783 kits of top quality boxed fish, left *Polarborg I* arrives at Grimsby from the White Sea to gross £41,725 and set a new grossing record for a Faroeese ship in Britain.



Captain Mortan Johannesen of the £1m. *Polarborg I*.

inevitably mainly cod, but including some fine haddock, from a White Sea trip which took just 17 days — only eight days were spent fishing!

She worked alone some 130 to 140 miles off the North Cape in good weather, which only turned bad when they began steaming for Grimsby.

Biggest problem facing Captain Johannesen and her Grimsby agent, Tom Sleight (Fish Salesmen) Ltd., was the collection of the bright yellow Polarfrost plastic boxes from the scores of Grimsby fish merchants who pounced on the fish as soon as the auctions began on January 15. Eventually all the boxes found their way back to the 155 ft. vessel.

Polarborg I is one of the most modern and sophisticated vessels in the Faroes. She is powered by a

750 bhp Wichmann main engine and two identical B. & W. Alpha auxiliaries driving Stamford generators.

Nearly everything on her is automated and the vessel is self-supporting. She has her own Finsam ice-making plant (seven tons daily) and an Atlas sea to fresh water conversion unit. She is designed for both pelagic and bottom trawling and is fitted almost entirely with Decca and Simrad navigation and fish finding equipment, including Simrad Loran C. Another interesting item is a Taiyo facsimile recorder capable of producing daily weather maps, or even copies of local newspapers from home.

Polarborg I cost £1 m. when new, she carries a crew of 14 and has a top speed of 13.2 knots.

ICELANDI

from page one

to be carried on?" Asked if the *Agur* would regard the withdrawal of British frigates from the disputed limit as a victory, Mr. Nielsen said: "I could consider it as a victory if I am not concerned what they do or do not. All I want is a peaceful settlement. I hope for a settlement personally. I do not think there will be one until the Law of the Sea Conference."

"I think trawlers will move and continue to do so even if they do get harassed by Icelandic gunboats," he understood, in the event harassment, the Royal Navy would return immediately.

Only hours before British announcements withdrew the Navy's Grimsby trawler *Jellicoe* was holed about waterline after a collision with the Icelandic gunboat *Agur* 52 miles off the Faroes.

Skipper Peter Rennie of the accident vessel, *Lord Jellicoe*, with a 12 ft. dent in the quarter, was the boded warp cutting and down-right seamanship aboard.

Some Icelandic claimed *Lord Jellicoe* deliberately rammed the bow of *Agur*.

Herring slump

SOME 300 Irish trawlers, mainly from southern and south-eastern ports, have called for an immediate 50-mile exclusive fishing limit around the Irish coast to preserve herring stocks.

The call came following a meeting in Dunmore East, Co. Waterford, at which fishermen were told that only 25,817 crans were landed in Dunmore East and Cobh during the season just ended. This compares with 68,266 crans for the 74/75 season.

A spokesman for the South and East Coast Fishermen's Association told the meeting that this season's landings are 70 per cent down on last season — the worst for almost 30 years.

The fishermen also called for a fuel oil subsidy similar to that in other European countries to enable them to compete.

The new 85 ft. *Ajax* grossed £11,719 for 762 boxes, mostly codling, to add £708 to the record he set up with the old 80 ft. *Ajax*.

Skipper Campbell was out seven days to the Ling Bank but, because of bad weather, fished for only two whole days and two half-days.

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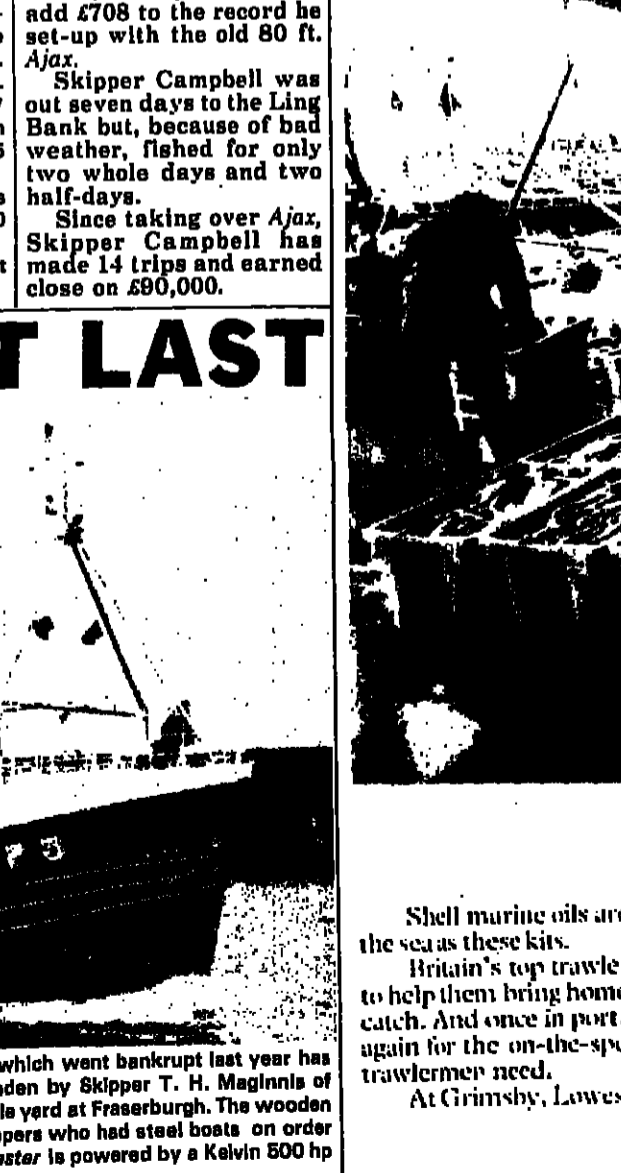
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FINISHED-AT LAST



One of the three boats on order at the Swedish Halso yard which went bankrupt last year has finally joined the fleet. *Ocean Harvester*, ordered from Sweden by Skipper T. H. Magnolius of Killybegs, Northern Ireland, has been finished by the James Noble yard at Fraserburgh. The wooden hull was brought to Scotland for completion, but the two skippers who had steel boats on order at the Swedish yard have lost them. The 72.5 ft. *Ocean Harvester* is powered by a Kelvin 500 hp diesel and will be featured in a coming issue of *Fishing News*.

Shell is catching

Shell marine oils are as much a part of the sea as these kits.

Britain's top trawlermen rely on Shell to help them bring home a consistently fine catch. And once in port, they look to Shell again for the on-the-spot servicing today's trawlermen need.

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With so much at stake, it pays to pick Shell.

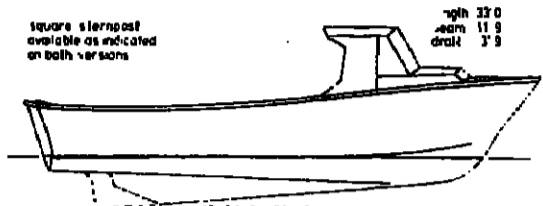
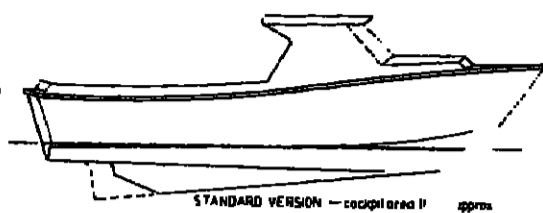
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SKIPPERS FOLLOWED 'ADVICE' TO AID DEAL

Fairlead torn out

SKIPPERS fishing off Iceland this week have been obeying "advice" from London aimed at ensuring the talks held with Icelandic Prime Minister, Gler Hallgrímsson, had the best chance of success.

Diplomatic manoeuvring meant skippers were asked from London to haul their gear whenever Icelandic patrol ships demanded.

The skippers, still wary about the move of pulling out the Navy, were obviously none too happy about sitting-it-out while the talks were held.

And their fears were well proved on Monday afternoon when *Boston Blenheim* had both warps chopped.

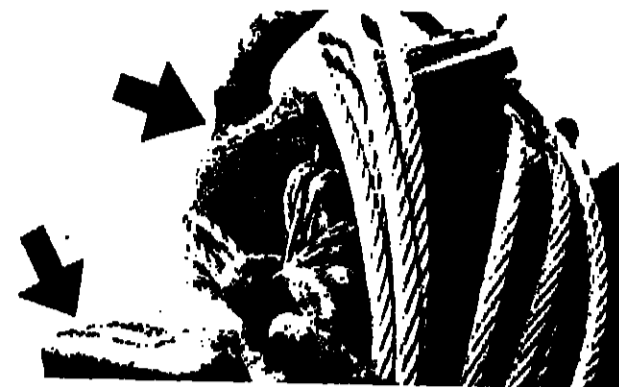
Fishing News correspondent Dag Pike, aboard the defence tug *Lloydsman*, reports:

Last Friday morning *Ross Renown*, fishing outside the main group of trawlers, was threatened by the gunboat *Aegir*. The gunboat made two runs across the stern of the trawler, but it was not clear whether this was just a threat or an attempt to cut warps.

Ross Renown held her gear and *Aegir* contacted her on the radio and said she would be shadowing the trawler. After asking the defence command for instructions, *Ross Renown* was told to rejoin the main group.

Aegir followed, but as darkness fell she slipped away. The gunboat *Odinn* put in an appearance on the Friday night. When asked by the defence commander what her intentions were, *Odinn* replied that they were not hostile.

On the eve of the London talks the skippers received a message from Fisheries Minister, Fred Peart, thank-



ONE trawler which showed the signs of a gunboat clash was the Grimsby vessel *Prince Philip*, the victim of a nasty warp-outing run by *Aegir* on January 3. She arrived back in port minus a fairlead (arrowed) torn out in the attack when she lost a set of gear. Nevertheless, she returned with 1,350 kits to gross £29,531.

ing them for their co-operation and asking for this to continue. On Saturday, they were further asked to haul their gear if requested by a gunboat to avoid an incident.

That this remarkable request produced little reaction from the trawler skippers shows how ready they were to co-operate and help break the previous deadlock.

Odinn put in an appearance again early on Saturday morning. Two trawlers, *Belgaum* and *Primella*, were fishing away from the pack when *Odinn* told them to rejoin the main group.

The defence commander suggested that they comply and the incident passed quietly, but this new attitude of the Icelanders in attempting to keep the pack in a game of hide and seek. Despite outward calm there was underlining intimidation and it would have only taken a little incident to

spark something off. With talks resuming on Monday morning, three Icelandic gunboats appeared among the fleet fishing in a tight pack about 80 miles off the north-east corner of Iceland.

At 10.45 *Tyr* ordered all British trawlers to haul their gear by 11.30 and proceed outside 200 miles. Any boats found with gear down after this time would have their warps cut.

On an official word from London, all trawlers appeared to stop fishing and hauled their gear. The three gunboats *Odinn*, *Tyr* and *Thor* swept through the fleet checking on trawlers.

The defence tugs *Lloydsman* and *Euraman* shadowed the gunboats as they passed, but they had strict instructions not to get involved in any incidents. Early on Monday afternoon a coastguard spotter plane found *Fleetwood's Boston Blenheim* still fishing.

Tyr was called up and *Boston Blenheim's* warps were cut.

After this incident the skippers were losing patience, but were asked to keep their gear on board: the London talks were concluded.

On Tuesday, while the support ship *Murch* Dog Pike reported: After warp cutting incident on Monday afternoon ships received a message from Prime Minister as follows:

"The Prime Minister earnestly requests you to remain on the ground, to Icelandic Prime Minister and it is vital in the long-term interests of the fishing industry that these instructions be followed until further direction."

The skippers were formed that their own sense in touch with the situation and the defence command requested all vessels to remain in a tight group.

By early evening the skippers were becoming impatient and they attempted to shoot trawlers: cover of darkness. A last message received from Prime Minister by 19.00 was as follows:

"The Prime Minister appreciates the response you gave to my message yesterday. On receipt of trawlers may resume fishing as before. They should remain concentrated in main designated fishing areas. A particular vessel is designated by an Icelandic coastguard vessel they should haul until the Icelandic coastguard vessel departs."

This firmly put the onus on the skippers to decide whether to shoot onto skippers. There was offer of any protection: there were derogatory comments from them about attitude of the Government.

One skipper commented that if his kid wanted a buy outfit for Christmas would give him the B.C. Government!

The defence command John Rhydderch, on *Lloydsman*, had the difficult job of reporting these Government requests to skippers answering queries. He did great job in taking some of the heat out of the situation, conveying the feelings of skippers back to London.

In these exchanges he asked to remind the Government that the Foreign Secretary had promised fishermen that when the Navy was withdrawn, warships would be sent again if there was any further warp cutting incidents.

In view of the outcome of the talks, skippers wanted to know when the Navy was coming back.

During the night the gunboats were active among the fleet. The majority of the fleet were lying to, but one was fishing and the other was towing dummy gear. Attempts were made to contact the gunboats to find out their attitude, but there was no reply to repeated calls.

Today saw the fleet dispersed and at least one trawler skipper talked to top up on the way home. Further message from London said that it was essential for these trawlers to remain on the ground until talks continued.

Middle water fleet a loss-maker

UNLESS there is a marked improvement in grossings by near and middle water trawlers at Grimsby it seems almost inevitable that part of this 28-strong fleet will have to be laid up.

Since the New Year everyone, with the exception of an odd trip, has been soaking up losses which, in some

cases, are beginning to reach alarming proportions. "You can get a fair idea of what is happening just by casting your eyes over the weekly grossings," a spokesman for a firm of middle water owners told

Fishing News. "The break-even figures are somewhere in the region of £12,000 per trip for the 130-footers, £10,000 for the 120-footers and £7,000 for the smaller North Sea trawlers."

"No one is regularly making that sort of money and already, after one or two trips, we are seriously having to consider how much longer we can afford to run, like other owners, before the lay-ups start."

The Grimsby fleet was badly hit by the last fuel increase, which not only shored the price of oil up by £17 a ton, but meant the increased grossings necessary to meet this bill had to be stepped-up even more because of the increased poundage payments to the crews.

... BUT SOME MAKE PROFITS

SKIPPER Ronnie Reeves, back from his first trip this year in *Ross Zebra*, chalked up £17,289 from 1,132 kits at Grimsby last week after a 15-day Westerly voyage.

This was almost the only bright spot in another grim week at the Humberside port.

The big catch, landed on a short market, included nearly 350 kits of haddock which found merchants willing to pay an average of over £25 a kit.

Not far behind was *Ross Leopard* (Skipper Dennis Speck), on £14,137 from a 16-day trip which turned out 840 kits.

The rest of the middle water landings were largely the same old tale of woe with small catches and the inevitable low returns due to the continued foul weather on the grounds.

Ross Zebra's daily average of £1,151 was bettered by only four distant water trawlers, from 12 landings, although in fairness several had extended trips due to a spate of mechanical problems.

Sadly *BUT's* steamer *Northern Sky* (Skipper Albert Meech), the top vessel in the distant water section with £31,105, was laid up after a 24-day Icelandic run which also produced the

biggest landing of 1,585 kits. She just pipped another B.U.T. steamer, *Royal Lines* (Skipper Alan Farmery), with £31,066 from 1,485 kits on the same market.

French crew praise RAF

THE PILOTS of the RAF Nimrod, which circled round the French trawler *Cite d'Aleth* for hours on end in very difficult weather off the Outer Hebrides last week, are to receive a letter of thanks signed by every member of the trawler's crew.

Louis Le Rioual (50), skipper of the 280-ton *Concarneau* stern trawler *Cite d'Aleth* which caught fire early on January 20, expressed his gratitude and admiration for the way in which the planes circled overhead, boosting the crew's morale.

One of the ten men on board were injured, but all were affected by smoke and lack of sleep.

Two sister-ships, the 140-tonners *Mont Cenis* and *Saint Brice*, arrived on the scene soon after the fire and stayed by the crippled boat, sailing as close as safety allowed in a Force 12 with mountainous seas.

Repeated attempts to take the stricken vessel in tow were thwarted as the warps snapped.

Early the next day the tug *Lloydsman* reached the area. Skipper Le Rioual repeatedly asked *Lloydsman* to tow his boat to safety, but delay followed delay because of the conditions. Eventually a request came from *Lloydsman* for the crew to abandon ship

and to transfer by rubber boats.

The skipper and crew thought this unnecessary, as *Cite d'Aleth* was still perfectly seaworthy, and thought that any attempt to take lives would have been suicidal in the wild conditions.

However, *Mont Cenis* managed to secure a tow line and both vessels reached Stormyway safely.

Cite d'Aleth was towed back to France last Sunday by *Saint Brice*.

Below: the French trawler *Cite d'Aleth* powerless in the Atlantic, off the Outer Hebrides.



SCOT'S CATCH DOWN

THE SCOTTISH fishing fleet earned £4,897,617 less last year than in 1974, when the catch value stood at a record £64,019,697.

These are the latest figures issued by the Department of Agriculture and Fisheries for Scotland.

The value of the white fish catch dropped by £3,280,738 to £42,135,279, while the herring catch, worth £9,681,618, was down by £2,256,650.

In both cases the size of the catch was also down. The only section showing an improvement was shellfish. Here the catch was up by 46,638 cwt. compared with 1974 and the value rose to £7,405,183, compared with £6,765,514 the previous year.

YOUTHS GET £50 BAIL

THREE Grimsby youths, charged with the theft of the seiner *Lau-Ann*, were released on bail of £50 each by Grimsby borough magistrates last week.

The three youths are David Allen, Mark Anthony Jackson and Terence Martin Vickers.

Simrad goes south

THE Simrad demonstration vehicle will be visiting Devon and Cornwall next week.

The lorry will be at Weymouth, outside the harbour master's office, on February 2; Brixham's eastern quay on February 3; the Barbican, Plymouth, on February 4 and 5; and Newlyn fish quay, Cornwall, on February 6. A wide range of Simrad

JOB CUT-BACK

DUE TO the lack of demand for packs produced by the Aberdeen factory of Pindus Ltd., the plant is to go on a four-day week from mid-February. There will be a cut-back of 80 to 85 jobs.

NORINA BEATS MAIDEN GALES

FLEETWOOD'S latest storn fisher, the 130 ft. *Norina* (Skipper Frank Wilson) made a successful debut at the port last week.

She returned from Iceland with 987 kits, including 900 of cod, which sold for £21,211. Considering the weather, this is a good return.

Two bigger versions of the vessel, the stern trawlers *Luneda* and *Gavina*, also mastered the weather. *Luneda* (Skipper Bill Reader) landed 1,276 kits (900 of cod) to make £25,287, while *Gavina* (Skipper Charlie Scott) made £26,071 from 1,276 kits, including 1,100 of cod.

Boston Crusader (Skipper Dick Wright) landed 1,041 kits including 900 of cod, for £20,211 — a good return for this class of vessel, while *Robert Hewitt* (Skipper Harry Pank) made £18,079 from 905 kits, including nearly 800 of cod.

In the near weather section the pocket trawler *Rosamunda* took the honours. She returned from the North Channel grounds with 145 kits, including 30 of hake, 50 of cod, five of flots, and 25 of roker, which sold for £4,372.

LEAN TIME

THE MANX fleet is having a lean winter. It is facing financial difficulties with the increased cost of fuel, insurance and rentals. Processors are finding it hard to keep staff as there has been no work for weeks on end.

The hake section of the catch sold for around £80 a kit. A small quantity of hake also paid off for the pocket trawler *Resilience* (Skipper Don Bailey). She landed a total of 102 kits, including 24 of hake, 30 of cod and 28 of roker, which sold for £3,294.

fishing news

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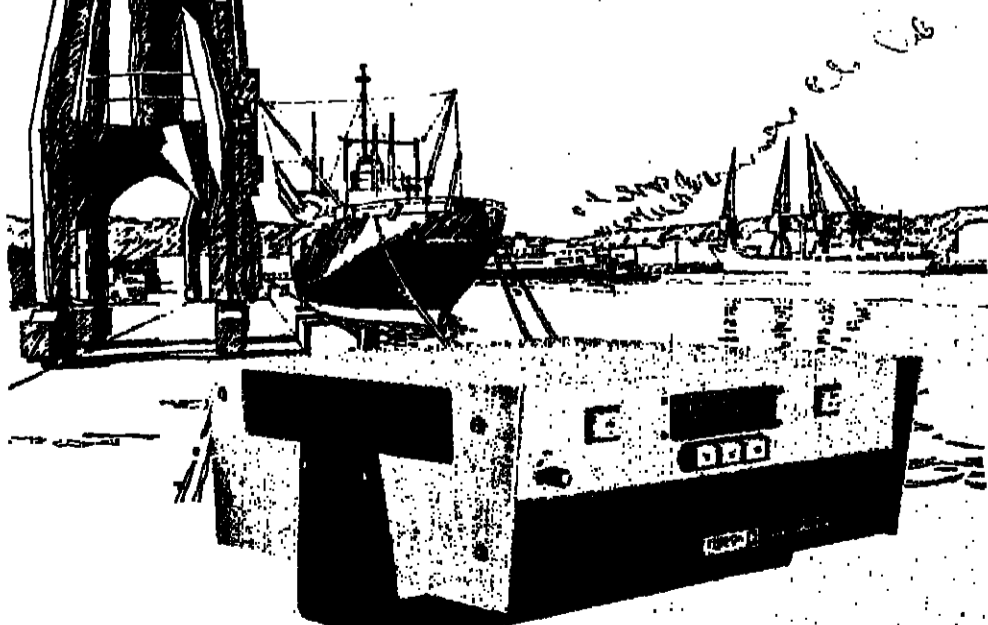
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LETTERS

Mackerel orders — and EEC cash — melt away

SIR, I am reluctant to add fuel to the fire in the controversy between mackerel fishermen of the south west, be they pelagic trawlers or "hookers", and the Scots and others who have arrived to exploit this fishery. But, when my own livelihood is threatened, I must air not my views, but the facts.

Over the last five years and more, fishermen in the south west have developed a market for mackerel which has kept pace more or less with the catching capacity of the fleet through our co-ops.

At the start of this season my own co-op, through the South Western Fish Producers' Organisation, was able to satisfy the Common Market Intervention Board that we had forward orders for something like 75 per cent of expected catches, allowing for a natural increase in capacity of the fleet by new buildings, and switches from other types of fishing. Forward orders amounted to the fleet's total landings in the 1974/75 season.

By virtue of these forward orders we were eligible for

compensation payments from the Intervention Board for any fish withdrawn from sale, but the size of the orders meant that the total quantities withdrawn would be small.

This set the scene for the 1976/77 mackerel season: However, with the arrival of vessels from Scotland and elsewhere, our orders suddenly melted away and we are left with very few and sporadic orders, usually on a day-to-day basis. Our fish now frequently goes for fish meal.

This is hardship in itself, but added to this is the injustice that without "freshers" orders we will no longer be eligible for compensation payments.

Thus, the incomes have taken our markets and, also, our eligibility in large measure for compensation payments, which leaves us on the verge of industrial fishing and all its connotations.

This might well be "tough luck" if it could be argued that the quality of our fish was in-

ferior to that of the incomes, or if we had priced ourselves out of the market. But we have been assured by the district fisheries officer that we can and do land equal quality to that of the incomes. On paper, at least, it appears that the Scots have not beat us on price.

There must, therefore, be a discrepancy somewhere for them to have taken our markets and I would like anybody to tell me on what grounds we are not competitive.

There is now the added problem of stocks. From Lands End to the Eddystone Lighthouse the sea bed is now littered with dead mackerel to the extent that a 50ft demersal trawler recently "bagged" 150 stone of dead mackerel in one three-hour tow, and the average for all the demersal trawlers seems to be in the region of two to three baskets a haul throughout the area.

In the early years of the south-western pelagic fishery, before the markets for mackerel became established, we principally looked for pilchards and considerable dumping of mixed fish and mackerel took place by the half-dozen boats engaged in the fishery at that time.

But it was rare for a demersal vessel to catch dead fish and, in fact, dumping was stopped when we found it caused the fish in the area to become "flighty" or disperse. With more sophisticated techniques, it is now only rarely that fish is lost through splitting or dumping.

But purse seiners often have several shots in one night, rejecting each shot in turn if the size is not to their liking, until one is taken. They declare that when they slip a shot the fish swim away. To what then can all this dead fish be attributed? It might also be argued that the local fleet is less efficient per catching unit, but does one stir a cup of tea with a serving spoon?

The home fleet has grown with very little grant assistance, by the natural laws of economics to match the markets available. That, surely, is a better measure of efficiency than the artificial laws of economics fostered by grant aid.

I would suggest that by the rule of gross output/£100 invested, we would be more efficient per catching unit than a Scots purser.

The Scots counter to all arguments of overfishing the stock is that by increasing the UK landing of mackerel in total, if and when quota allocations are made for mackerel between interested nations, the UK share of the

Tail, is the prospect of 1,000 fishermen's livelihoods being diminished or taken away by the activities of their fellow countrymen, who bring nothing to the region in return.

S. E. Farrar, Manager, Flushing and Falmouth Fishermen Ltd., Flushing Quay, Cornwall.

and, secondly, on conservation of mackerel stocks.

It is not good enough to only talk of what the Russians are taking out of the stocks when the most immediate fear of local fishermen is the flooding of hard-won Continental markets by cheap fish landed from a handful of boats.

What the south west fishermen find alarming, Mr.

Tail, is the prospect of 1,000 fishermen's livelihoods being diminished or taken away by the activities of their fellow countrymen, who bring nothing to the region in return.

S. E. Farrar, Manager, Flushing and Falmouth Fishermen Ltd., Flushing Quay, Cornwall.

What the south west fishermen find alarming, Mr.

quota will be the larger.

That may well be so, but it will be a quota for purse seiners only, as the south-western fleet will have gone to the wall in the meantime for lack of markets for its catches.

The argument is a straight confrontation between the livelihood of me and my crew,

'Blind eye' to watch rule

SIR, As you are aware the Government decreed that from January 1 of this year, all fishing vessels over 40 ft in length are required to be fitted with a watch keeping receiver.

Having, like other firms within the industry, gone to the expense of developing and having had type-approved such equipment, we are now finding that in certain areas the local surveyors are turning a blind eye to this requirement, so long as the vessel in question is within 40 miles of a VHF station or, alternatively, does not

go further than 20 miles from coast.

We, as a company, well appreciate the feelings of the fishing industry to all the new rules and regulations, and we understand the Government's reason for introducing such laws. But are manufacturers then expected to hold their hands until one or the other of the slides decides the rules are to be obeyed or scrapped?

R. B. Peters, SP Radio (UK) Ltd., Croydon.

Skipper Vigilance (A 204)

A. ATKINSON, Director, DAM Trawlers, Plymouth.

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SAVED — AFTER THREE MINUTE ICELAND DIP

DETAILS of a Fleetwood deckhand's lucky escape from death were told with the return to port from Iceland of *Boston Crusader* last week.

The vessel was off Iceland preparing to shoot when Ian Fisher (22) went to try and free a rope which had got caught on a bollard.

Deckhand John Martindale takes up the story: "Ian was trying to free the rope. It took a turn round his leg and the net going over the side dragged him with it and pulled him under."

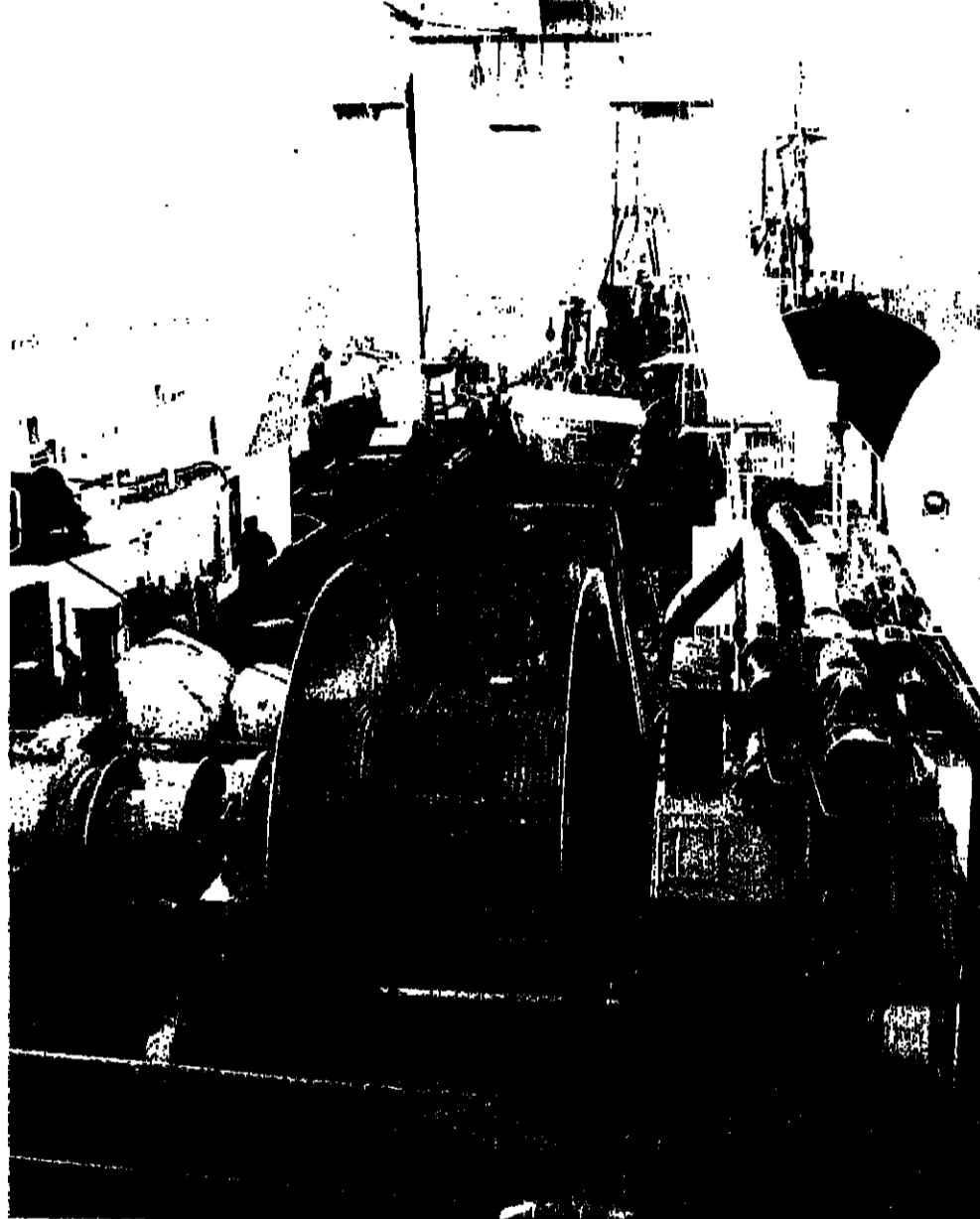
"He managed to kick off his boots and this freed him."

Skipper Dick Wright, who was in command of *Crusader*.

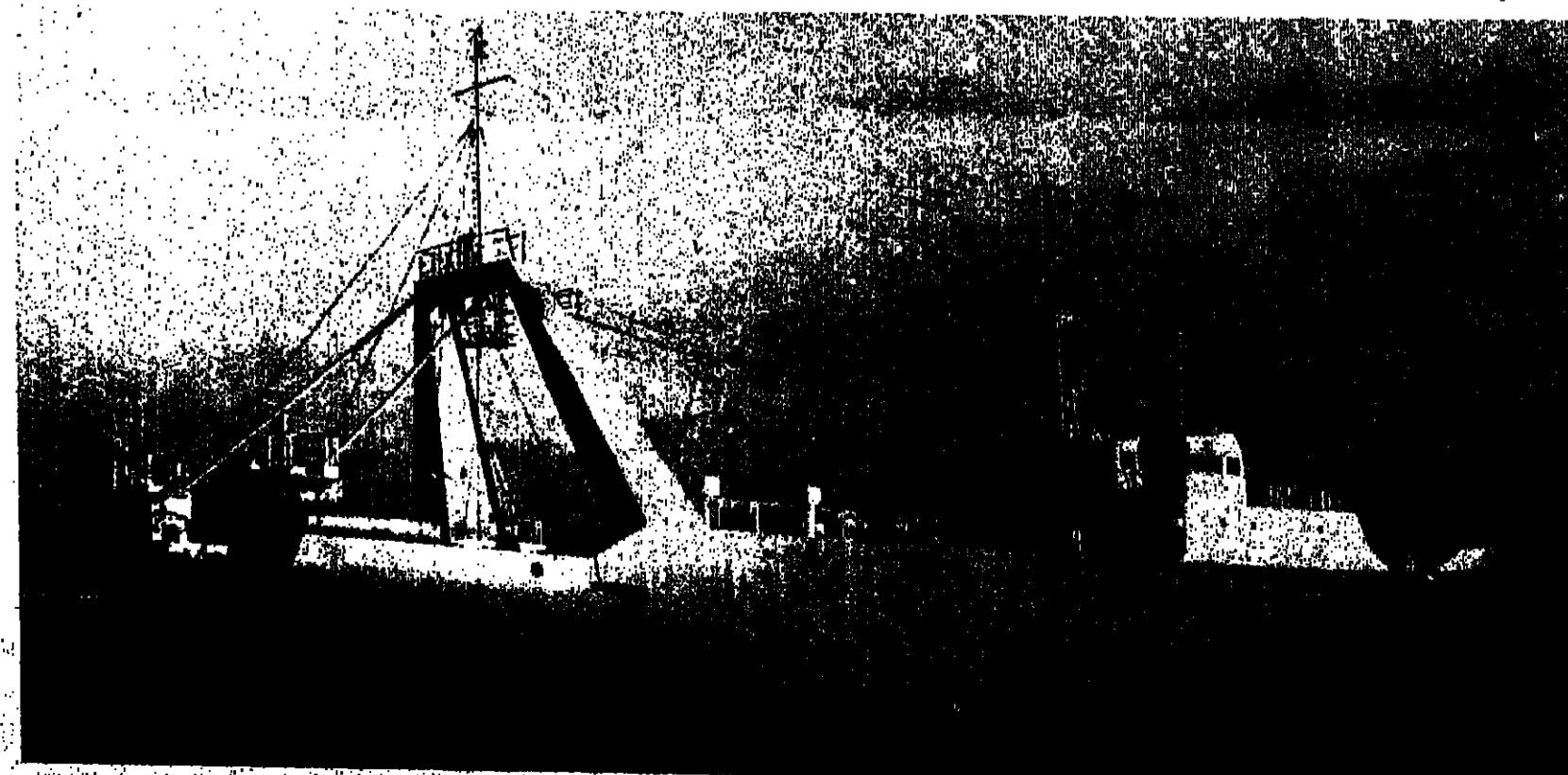
Skipper Dick Wright, who was in command of *Crusader*.

Marr's new Junella now out on White Sea maiden

SMALL FREEZER PACKS A BIG LOAD



Above: the trawl deck viewed from behind one of Junella's two Hydraulic Brattvaag split trawl winches. Synchronisation gear is fitted to aid shooting and hauling the trawl. Below: Marr's second freezer to be named Junella, the ship has an overall length of 218ft. 6in.



A FREEZER trawler with a difference has joined the Marr fleet at Hull. Although Junella is 33ft. shorter than Farnella, Cordella and Northella—also built by the Swan Hunter Group for Marr—she has the same carrying capacity and is equipped for both pelagic and demersal trawling.

Junella is now fishing on the White Sea grounds with Skipper Alf Eagle in command. Built in the Clelands yard of Swan Hunter, Junella has an overall length of 218ft., but her greater beam gives a fishroom similar in size to Marr's 251ft. freezer. In addition to being wider, the fishroom extends up to trawl deck level, while in the other ships it is located below deck.

Sonar

A net drum is carried and she is also equipped for the installation of sonar, although this has not yet been fitted.

A special feature of the fish processing deck is the pre-cutting bleeding tanks which have been specially designed by the owners, builders and the Industrial Development Unit of the White Fish Authority.

In the processing area the fish have their jugular veins cut and are then placed in the tanks for about half an hour, before being gutted by hand or machine. This treatment is intended to improve fish quality.

Main dimensions of the vessel are: length 218.60 m. (218ft. 6in.); length bp 55.00

m. (180ft. 5in.); moulded beam 13 m. (43ft.) and moulded depth to trawl deck, 8.10 m. (26ft. 7in.).

She has been built under special survey to Class +100 A1 Ice Class II (hull only), and UMS 'Stern Trawler' in accordance with Lloyds Rules. She also satisfies all the requirements of the Department of Trade.

Stability is in excess of IMCO requirements in all seagoing conditions, and construction is of electrically welded Siemens Martin mild steel to Lloyds tests.

Scantlings are to Lloyds standards for this class of vessel, but have been increased where necessary to Swan Hunter's normal stern trawler practice.

The engine room is placed aft, with the refrigeration machinery at its forward end, and the after 'tween decks are arranged as the main working space incorporating steering gear, net stores and fish processing areas.

Some 500-tons of fuel oil are carried in deep tanks forward, tanks under the fishroom, engine room and in the stern.

Water ballast is carried in the fore and aft peaks and in stern tanks, while fresh water tanks at the after end of the engine room have a capacity of 50-tons.

The main engine is a Mirreles KMR Major six cylinder, four stroke, turbo charged and inter cooled unit, with a maximum continuous rating of 3,180 bhp at 800 rpm. This engine drives a Liaaen G 85/500 stainless steel 3,150 mm. diameter variable pitch propeller through a Tacke plain reduction horizontally off-

set gearbox which gives a propeller speed of 225 rpm. At the forward end of the main engine is a power take off shaft which drives a 5 kW, 440V, three-phase, 5 Hz, Laurence Scott alternator and the hydraulic power pack for the deck machinery.

This power pack consumes a maximum of 800 hp. It comprises six G16 and six G18 Hydraulic Brattvaag hydraulic pumps which run at 360 rpm and are driven through a Frank Mohr gearbox from the fore end of the PTO shaft.

Remote

A hydraulically operated friction clutch to engage or dis-engage the gearbox from the engine can be remotely controlled from the bridge, or from the engine control room.

There is a flexible coupling between the PTO shaft and the gearbox, and between the gearbox and each pump. Standby power for the deck units is provided by one G16 pump running at 280 rpm and driven from a 440V, 70hp, electric motor.

A 448 kW, three-phase, 50 Hz, alternator of Laurence Scott manufacture is driven from a Mirreles Blackstone ETS16 six-cylinder, four stroke, turbo charged, water cooled auxiliary engine. This engine has a maximum continuous rating of 897 hp at 750 rpm.

There is also a generating set, consisting of a Lister JW6MA electric engine, radiator cooled, which runs at 1,500 rpm, drives a 70 kW, 440V, three-phase, 50 Hz, Newage alternator.

Compressed air for the main and larger auxiliary engines is provided electrically. Hamworthy two-stage cooled compressors.

The electrically bilge, fish wash, general service and fire fighting pumps are of Hamworthy manufacture. In addition, there is a Mono electrically

Skipper Alf Eagle, the long serving Marr skipper now in command on Junella's maiden trip.

net gearbox which gives a propeller speed of 225 rpm. At the forward end of the main engine is a power take off shaft which drives a 5 kW, 440V, three-phase, 5 Hz, Laurence Scott alternator and the hydraulic power pack for the deck machinery.

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Sea maiden



The trawl winches each consist of a main drum fitted with Lebus spooling and designed to hold 1,600 fathoms of 3 1/2 in. circumference wire.

Each trawl winch is driven by two MA8 hydraulic motors through a gear transmission, with gear ratio of 1:3.57. Hydraulic oil is pumped to each winch by three G16 and one G18 pumps. The trawl winches have two hauling speed and power ranges which have the following characteristics. (All speeds have stepless control from zero to maximum):

1st layer: 27 tons at 0-45 m. a minute. 13.5 tons at 0-68 m. a minute. Medium drum: 16 tons at 0-76 m. a minute. 3 tons at 0-114 m. a minute. Full drum: 11.4 tons at 0-107 m. a minute. 5.7 tons at 0-160 m. a minute.

Brattvaag Synchro 1000 and Synchro 1010 control systems are provided for the trawl winches. Hydraulic braking when

Above: Junella out on trials from the Clelands yard of Swan Hunter.

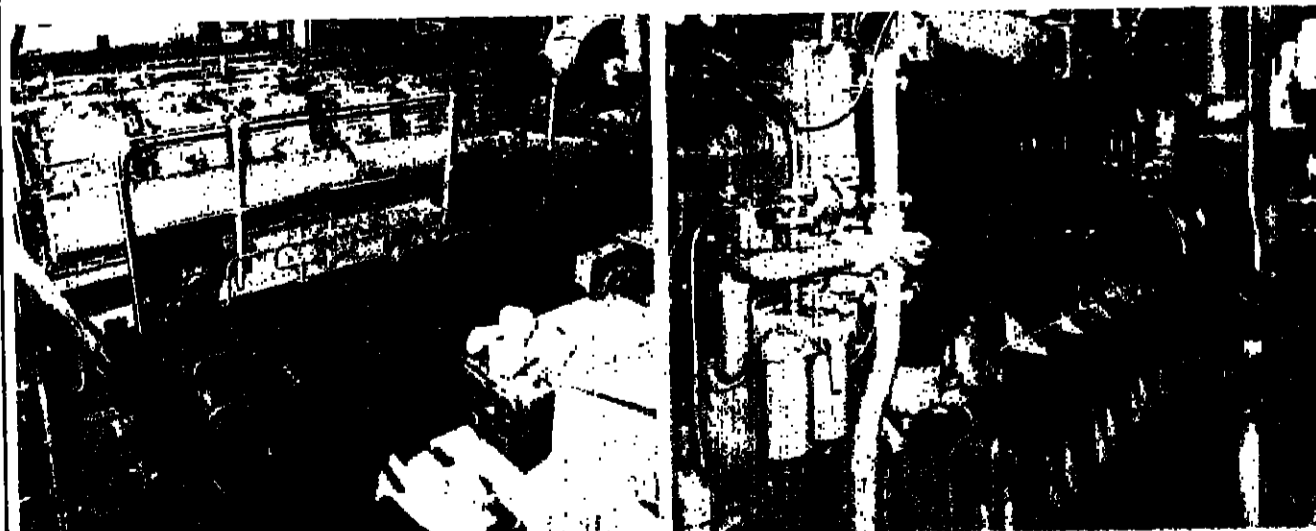
Fitted on the after end of the bridge deck are the type 122ANU trawl winches and the type A10M gilson winches.

Turn to page eight

Mirrlees Blackstone marine diesels from 200 to 10,000 bhp



The stern freezer trawler "Junella" built by Clelands for J. Marr & Sons Ltd. is equipped with Mirreles Blackstone propulsion and auxiliary engines.



3180 b.h.p. KMR6 Major propulsion engine

448 kW ETS16 auxiliary engine



HAWKER SIDDELEY

MIRRELES BLACKSTONE DIESELS

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JUNELLA

From page seven

shooting the gear, and automatic synchronising of the warps when shooting and hauling, is provided by the Synchro 1000 system.

The Synchro 1010 is a system for automatically shooting and hauling a pre-set length of warp; it also gives much greater control of the fishing gear.

When towing, the system allows the winches to automatically haul in or pay out in conjunction with the vessel's motion. This reduces warp tension and gives a smoother passage for the net.

If the ship is turning, or steering across the tide, the tension of the warps adjusts automatically. If the net needs to be adjusted to a different depth when towing, the warps can be hauled in or paid out slowly enough to prevent the net from collapsing.

When the net is caught on a fastener, the winches will automatically increase power to a pre-set limit; if this does not clear the net from the fastener, the winches will pay out warp and an alarm system will operate.

Each gilson winch has one barrel and a warping head and is driven by one MA10 motor fed by one G18 pump.

The type 2AS drum is driven by two G16 pumps and lies on the centre line, towards the fore end of the trawl deck. It also has speed and power ranges, plus stepless speed control, and offers the following duties:

1st layer:
12 tons at 0-30 m. a minute,
6 tons at 0-135 m. a minute.
Middle drum:
4.6 tons at 0-235 m. a minute,
2.3 tons at 0-350 m. a minute.
Full drum:
2.8 tons at 0-385 m. a minute,
1.4 tons at 0-580 m. a minute.

The type A8 sweep line winches lie well forward on the trawl deck. Each consists of one wire drum with a dividing flange and is driven by an MA8 motor fed by two G16 pumps.

Lying well aft are the type A4-300-C outhaul winches. Each of these winches has a detachable wire drum, with a hand-operated band brake and a warping head. Power is from a MA3 motor fed by a G16 pump.

A remote control console for the deck machinery is

fitted in a small cabin in the after end of the bridge. From this position the brakes, speeds and the Synchro 1000 and 1010 systems of the trawl winches can be controlled, in addition to the speeds of the net drum, gilson winches and sweep line winches.

Catches fall from the cod end through a hydraulically operated steel flush hatch and down chutes into reception ponds at the after end of the fish handling area.

The bleeding tanks are fitted just forward of the reception ponds and, after leaving the tanks, fish are gutted by hand or by a Haader type 166 gutting machine.

Non-chokeable Turo pumps are used to pump the fish waste overboard.

The liver oil boiler room lies to port of the gutting area and the boilers draw steam from a Waucon Thermocoil plant with steam generator.

After gutting, fish pass through washers and then forward to the freezing area. All the necessary conveyors and elevators are supplied by Walcker and Co. and the stainless steel fish washer is manufactured by J. K. Trushell.

Freezing is carried out in eight vertical plate, 20 station, Jackstone Foster plate freezers. Stainless steel bins are arranged in way of each freezer.

Plug door

Roller conveyors take the frozen blocks to the bulkhead at the fore-end of the freezing area. They are passed into the fishroom via a slot with a rubber flap and a hinged insulated door arranged in the bulkhead.

Access for the crew into the fishroom is provided by an insulated plug door in the bulkhead.

Accommodation is arranged in blocks for a total complement of 30 and has all the comforts expected aboard a modern stern trawler.

Senior and junior officers are housed in the superstructure and on trawl deck level, while the crew cabins in the 'tween decks.

The skipper's suite comprises: day room, bedroom and bathroom, while the chief engineer and first mate each have a dayroom, bedroom and shower plus w.c. compartment.

Junella — the new Hull-based freezer now on her maiden trip.



Single cabins are arranged for the radio operator, second and junior mates, and the two second engineers.

Galley, officers' mess and crew's mess and lounge are arranged on trawl deck level. The galley is fitted with a Bishop of Glasgow electric cooking range, Imperial potato peeler, Valentine fish and chip fryer and Electroway eye-level grill.

Other facilities in the accommodation include provision store and domestic cold store, a laundry and drying room and toilets and showers. Domestic hot water is supplied from an indirect cylinder heated by an immersion heater.

Single duct mechanical ventilation is fitted and central heating is provided from electric radiators.

All safety and fire fighting appliances, and all fire retardant materials used in fitting out the ship, are to Department of Trade and U.K. Trawlers Insurance requirements. A Minerva fire detection system, and a Mather and Platt Grinnell automatic sprinkler system are fitted.

The spacious bridge has heated windows and Wynstruments blade-type window wipers; there is a separate radio room.

Fish finding equipment is of Atlas Elektronik manufacture, supplied by Brown and Perring (Instrumentation) Ltd.

The type 780 fish finder has 'bottom lock' on the paper, and on the fishscope which has a steady picture presentation.

For net sounding there is the Atlas 860 with up/down

net transducer. This is capable of being switched to the vertical mode of operation via either of two 19-element switchable beam width ceramic transducers fitted on the hull. The 780 is also capable of being switched to the headline transducer for emergency operation.

Electronics Marine of Hull has supplied a Ben Galois speed log. This log features hull unit with no underwater projections, and a repeater which has expanded scale facilities, permitting very small fluctuations of speed while towing to be readily seen.

All the radio equipment has been supplied by Redifon Telecommunications Ltd. and meets all the latest radio and L.T.U. Regulations for a Class 1 fishing vessel.

The RMT 1500s SSB transmitter is capable of a power output of 1,500 watts and covers all the main M/F, I/F and H/F Marine bands giving world wide coverage for telegraphy and telephony. It is used in conjunction with two R551 receivers capable of world wide reception both SSB and DSB.

Emergency equipment comprises a GR377 SSB radio telephone capable of unattended transmission of the automatic two-tone alarm distress call. Also carried are two lifeboat emergency transmitter/receivers.

To cover the latest safety regulations, Junella has been fitted with Redifon AA1 and WK2182 automatic watchkeeping receivers. These keep a constant 24-hour watch on the main 500kHz telegraphy distress frequency, and 2182 kHz telephony distress frequency, and give an audible warning of any distress signals detected.

An automatic keying unit capable of transmitting the vessel's call sign and distress signal on the main 500 kHz distress frequency has also been fitted.

Redifon's new Sealand 30 vhf equipment is also installed.

Redifon 'Talk-Bac' equipment and sound powered telephones covering 22 selected positions give instant communication between these positions around the vessel.

For crew entertainment and announcements, there is a Redifon SRE system comprising radio and pre-selected tapes which can be distributed to 25 positions around the ship, including the cabins.

Navigation aids supplied by Redifon include LRI Loran receiver and Koden direction finder.

Steering gear is by Fryden-

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Junella's fish finding system is based on equipment supplied by Atlas Elektronik.

Big Irish herring boat

THE NEW £300,000 herring trawler *Luch an Iuir*, launched from the Irish Sea Fisheries Board's (BIM) Killybegs boatyard last month, is skipper-owned by Neil Doherty of Annagry, Co. Donagal.

Financed under the BIM Marine Credit Plan, the trawler is powered by a 570 hp engine giving her a speed of 10½ knots.

Of carved construction in iron and oak, the boat can carry a total of 550 crans of herring.

She has an overall length of 79ft. 6in. and a beam of 21ft. 8in., while her draft is 11ft. 6in. and displacement, some 140 tons.

The accommodation for eight men, arranged below decks aft, is heated by an Iro oil-fired central heating unit. The steel wheelhouse, combined with a galley messdeck, is fitted with aluminium windows and Clearview screen. A washroom with wc is located forward of the galley, which is fitted with a pressurised hot and cold water system.

Her main engine is the Caterpillar type D379, developing 570 hp at 1,225 rpm, with Fernholt and Giersten gearbox and stern gear.

A Lister marine diesel auxiliary, type HRW6MA, developing 64.5hp at 1,500 rpm, is mounted in the forepeak.

Her deck equipment includes a Hydraulik Brattvaag trawl winch, type DIA8, having two main drums with an 11-ton pull and one gilson barrel.

A Brattvaag AG170 cargo winch is fitted complete with its own pump, driven by the auxiliary engine, and this unit can also be used for net retrieving.

Sheave pull

The power block is a Rapp 24in. model with goose-neck crane driven by a Fraser freewheel pump. Sheave pull is two tons.

Luch an Iuir is fitted with Seffle hydraulic steering gear, type H1340. This is power operated and has a dual-station control.

Two 250/700 series 'M' Gilme pumps, driven by the main and auxiliary engines, supply a Giljector bilge pumping and deckwash system.

Deck lighting is provided

by seven 500 watt tungsten halogen floodlights giving a high level of illumination. Two 1,000 watt Noack searchlights are also provided.

Fire system

There are alarm panel monitor points on the main engine, auxiliary engine and at high bilge water level. Minerva fire detection system monitor points are in the engine room, cabin, galley, mess-room and wheelhouse. This gives a visible and audible alarm in the event of a fire. Standby power is provided by a Dugenne battery set

switchboard to two distribution boxes for the automatic navigation lights, indicator panel, alarm panel and fire detection system.

Her sonar is Mac's SM1Y unit with LAZ 41 sonar scope. Other wheelhouse equipment includes: Elac LAZ 51 sonar; Elac NS4E net-sounder, with fully automatic electric winch, NES4 transducer board and recorder; LAZ 45 net-sounder scope unit with electronic STG51 net-sounder; 'Sailor' RT 143 56-channel 25 watt VHF radio telephone; Decca auto pilot, type 150M; Deca Navigator, Mk 21, with type FRS 15, plus an Elac RE 30 03 switchbox for use with the 110V dc supply.

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We are proud to have been the suppliers of ATLAS-ELEKTRONIK fish finding equipment to the latest freezer stern trawler built for J. Marr & Sons.

JUNELLA

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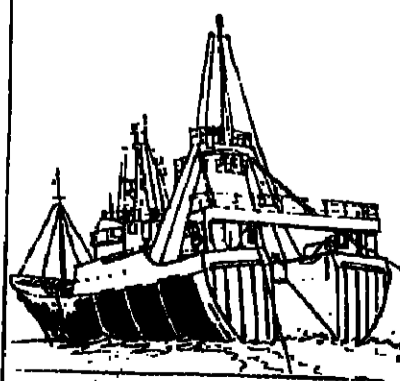
Depots in: Glasgow Tel. (041) 334 2286/6. Hull Tel. (0482) 505 800. Grimsby Tel. (0472) 63876. Banff Tel. Banff 2089. Peterhead Tel. Peterhead 4298.

The Humber Electrical Engineering Co. Ltd.
45 PORTLAND PLACE, HULL. Tel. 0482-23042. Telex 52479
ELECTRICAL ENGINEERS & CONTRACTORS

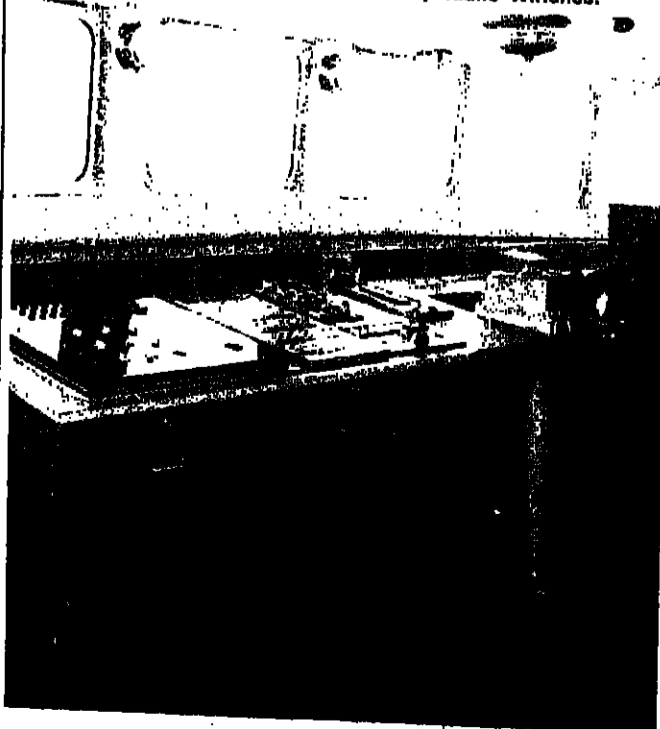
Complete electrical design,
installation and
repair service.

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available.

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panel manufacturers.



Above: section of Junella's galley, which caters for the 30-man crew. Below: control console for the hydraulic winches.



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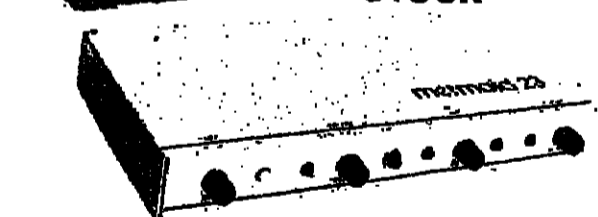
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SOLENT YARD'S GRP STERN FISHER

WEST SOLENT Boat Builders of Keyhaven, Hampshire, has completed its fourth commercial fishing vessel, Lady Irene (W 120). She is a stern trawler and salmon netter owned by Captain Patrick Walsh who will operate her from Youghal, Southern Ireland.

Based on the Versatility 30 GRP hull, which has a beam of 11ft. and a depth of 3ft. 9in., this is an ideal boat for shoal waters. She is likely to appeal even to those who dislike GRP boats, because when you step aboard you tend to forget about the material and notice the boat instead.

First you notice the laid decks of 14in. Douglas fir, which are practical as well as look right. They will stand up to a lot of wear and tear.

The gunwales have a hefty capping, extended downwards, of the Malaysian hardwood koring, with two rows of half-round metal galvanised strip along the top.

The hull is sheathed with elm across the stern, on each quarter, and in the way of the capstan on the starboard side. The wheelhouse is also of wood, and the quality of the joinery is first-class. All the sheathing is clear-varnished.

This wood helps stiffen her up and the weight must also make her sit better in the water than the average GRP craft.

Aft there is a flush-fitting lid of 1in. checker plate. This gives access to the fitting for the emergency tiller, and to an 18in. square trunking with a metal plate bolted onto it. An optional extra with the Versatility, moulded in with the hull, it ensures inboard access to the propeller should it become fouled.

The three-bladed propeller, 28in. x 19in. has a 14in. stainless steel shaft. Cutless bearings on each end of the stern tube are continuously lubricated by the engine cooling water, which helps prevent sand getting into the outboard bearing when trawling in shallow water.

Lady Irene's engine is a Ford Mermaid of 72 hp at 2,000 rpm driving through a 3:1 reduction.

Two hatches of 1in. steel checker plate cover the engine space and they rest on 8in. iroko coamings, 14in. thick. A combined deck-wash and bilge pump works through a 1in. Jabsco pump, with a Whale 'Gusher' 10 as an auxiliary pump. Two 60-gallon mild steel tanks fitted with baffles hold fuel, with filler caps flush with the deck.

There is an after gantry of 3 in. steel, a 6 in. sided oak towing post abaft the wheelhouse and a 4 in. steel derrick supported by pipe stays.

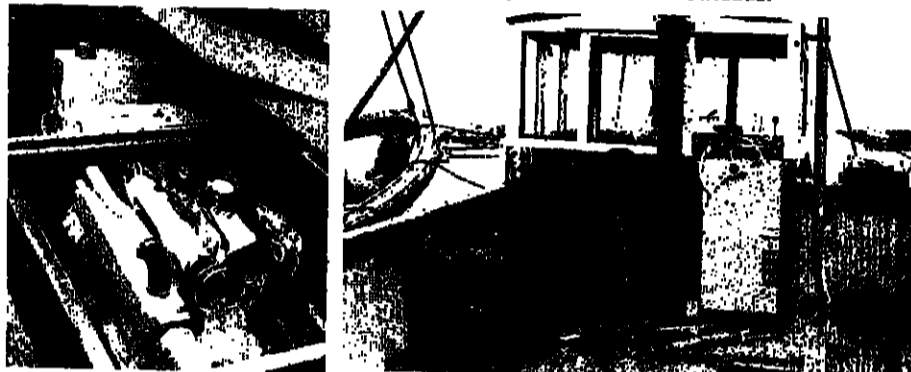
There is no winch, but a Seawinch half-ton hydraulic capstan is mounted on the starboard side of the raised fore-deck on a 1 in. steel plate. By a modification, this can be used to haul salmon nets and the boat could also be used for shellfishing if necessary.

Power for the capstan is from a variable speed Dowty pump constantly driven from the engine power take-off via a Fenner-type flat belt. This helps to eliminate belt-slip when there is a big load on the capstan.

The wheelhouse is offset to



The Versatility 30-based Lady Irene which is to fish from Southern Ireland. Below: her Ford 72 hp diesel and the offset wheelhouse, plus hauler and fairleads.



port and has a sliding door aft. It has a pine frame, with marine ply sides and top of 1 in. and 1 in. respectively. The fixed forward windows are of 1 in. plate glass, with 1 in. plate glass for the side windows. A sliding window to the starboard allows the boat to be controlled from the capstan position. Steering is by Teleflex, with twin-lever Teleflex gear and throttle fitting.

A doorway gives direct access to a small fore cabin where a sea toilet, two seat lockers and a Calor gas stove (two burners and grill) compete for space. The wheelhouse and cabin are noisy when the engine is running, but this is a common drawback with a GRP-hulled boat.

This boat is fitted out with a dual battery system (12 volts) for lighting and electronic equipment, and a separate 12 volt system for starting the engine. Both systems are charged from the engine's alternator via a blocking diode. There are four six volt batteries, used two at a time, with each battery of about 80 amp hours. Four deck-lights are fitted — by the capstan, abaft

the wheelhouse, on the starboard and on the stern gantry. Everything on this boat is solid as the Wreyford brothers, owners of the yard are practical fishermen and know what is needed. There are ventilation fans in moulded trunking in the hullwarks, allowing a free circulation of air under the decks, as well as keeping the engine temperature down. Also, there is a stringer (for attachment amidships) on the port side, and another on the capstan on the starboard side, together with a bollard on the fore-deck and two sets of bollards aft.

She burns only two 2 1/2 gallons of fuel an hour, with a speed of approximately eight knots. She is very manoeuvrable — an advantage if working pots or nets — and is a good all-round longshore boat.

Fitting-out was completed in 10 weeks and the day before she is due to leave for Southern Ireland (by road and ship) West Solent Boat Builders is expecting another GRP hull, this time a Cypres GM 32. — Pat O'Driscoll.

THE FIRST boat based on the registered tonnage of 15 tons, Versatility 35 GRP hull (isolated by computer), she (above) is due to leave the Rye: will be trawling and mackerel fishing off the Cornish coast.

Two more 35ft. hulls are on order. One is to fish off the west coast, while the other will be based in the Thames estuary.

Hebrides fishermen may link

A PROPOSAL to hold a series of meetings throughout the Hebrides to discuss the formation of a Western Isles Fishermen's Association came before a meeting of the Isle's council last week.

The idea is one of a number suggested by the council's fishing industry sub-committee.

It has recommended that the Western Isles Authority convene meetings of fishermen at Barra, Eriksay, Benbecula, Berneray (North Uist), Scalpay, Tarbert, Bernera (Lewis), and Stornoway.

They would then discuss the formation of the association and nominate representatives to attend a central meeting to consider a draft constitution. This would be prepared with the assistance of council officers.

An approach is to be made to the Highlands and Islands Development Board to see if it would support such an association.

The sub-committee has also recommended that representation be made to the Secretary of State for Scotland, expressing deep

concern at over-fishing in the waters around the Western Isles, with particular attention to lobster stocks.

The sub-committee feels, however, that any further action should be taken by the new association, if formed.

It is also felt that more crab fishing should be carried out around the Western Isles. The sub-committee also recommended that an investigation be carried out into the possibility of providing landing facilities on the west coast of the Uists.

Sandy Matheson, chair-

man of the fishing industry sub-committee, said: "I feel there is a great need for the new Western Isles Fishermen's Association."

"Firstly their problems are not identical to their mainland colleagues and, secondly, there is a feeling among many people that the Western Isles is going to become the focal point of the fishing industry for Europe in the next two or three decades."

New Lloyd's certificate

THE YACHT and Small Craft Department of Lloyd's Register of Shipping has introduced a new form of certification for small fishing boats.

A certificate, called the Lloyd's Register Building Certificate (Service Craft), will be offered as an alternative to Classification in certain cases.

This new certification will cover plan approval, construction, machinery installation and survey by the Society's surveyors during building and fitting out.

A wide variety of marine construction materials may be considered under the scheme.

WFA heads big Saudi fish project

THE White Fish Authority is to start work this month on a £51 million programme to improve and develop Saudi Arabia's fisheries.

Announcing this in Hull on his return from Saudi Arabia where the agreement was signed, Robert Bennett, technical director of the WFA Industrial Development Unit, stated that the project is being undertaken on behalf of, and in co-operation with, the Saudi Arabian Ministry of Agriculture and Water.

The agreement is for a four-year programme designed to meet the requirements of the national policy on agriculture, fisheries and food.

The Saudi government places high priority on projects to provide employment and improve economic conditions for Saudi fishermen, also increase the supply of high-grade protein to the population and reduce imports of foodstuffs.

Two main technical units, one based at Jeddah on the Red Sea coast, the other at the Arabian Gulf oil port of Dammam, will be set up by the WFA. Each will have laboratory and workshop facilities and operate vessels specially designed for exploratory fishing.

Expatriate staff in Saudi Arabia will total 19, including fishery development officers, marine scientists and engineers. The nucleus of the team will be provided from the WFA Industrial Development Unit at Hull.

In charge of the programme will be project manager, Peter Chaplin, who has many years experience of fisheries research and development, including three in Saudi Arabia.

For exploratory fishing the WFA is obtaining a 100 to 130 ft. multi-purpose vessel capable of purse seining and trawling. A Saudi Arabian research vessel is also being modified to carry out a wider range of work.

In addition, the WFA plans to design and build several small multi-purpose vessels. These will be used not only for the assessment of modern fishing techniques which might become applicable in Saudi Arabia, but also for the demonstration of these techniques to Saudi fishermen.

A feature of the programme will be training Saudi fisheries technologists, fisheries extension officers and instructors who later will train fishermen and shore workers. Some instruction will be at the WFA's fisheries training centre in the UK.

50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

JANUARY 30, 1926
RAMSGATE'S 48ft. prototype lifeboat arrives from RNLI for trials.

COST of improving Portstewart harbour, Londonderry, is put at £2,400.

NEW type of ship's lifeboat is designed. It is said to launch itself and not capsize.

MORE trawlers arrive at Hull to fish the long distance grounds.

WICK Chamber of Commerce writes to Government asking for herring export trade to be set-up with Russia.

GERMAN trawler owners hope to supply fish to Grimsby market. They have already established trade with Aberdeen.

ITEMS recently trawled-up from Aberdeen waters include fresh eggs and bowler hats.

Berwick salmon profit

ALTHOUGH it made a profit, Berwick Salmon Fisheries Co. has decided for a second successive year to make no dividend payments to shareholders.

The company made a £3,000 profit last year on salmon netting and marketing, compared with a £20,000 loss the previous year. The frozen food subsidiary, Border Fare Sales Ltd., showed a profit of over £6,000.

The chairman, Mr. J. W. L. Carmichael, told the annual meeting: "It can be considered that to pull back the substantial losses incurred in 1974 and end up with a net profit, however small, is satisfactory."

"We can only hope that the salmon catches will show a considerable improvement next season."

Salmon catches during last spring showed an improvement which lasted for most of the season.

FISH SILAGE CONFERENCE

A ONE day symposium on fish silage will take place in Aberdeen on Thursday, 27 May, 1976, when the following papers will be presented:

R. Nicholson; White Fish Authority; Industrial Development Unit, Hull: Economic Factors Affecting Fish Silage Production in the UK.

I. N. Tattersall; MAFF; Humber Laboratory, Hull: The Preparation and Storage of Fish Silage.

P. Smith and A. H. Adamson; MAFF; Great House Experimental Husbandry Farm, Lancashire, and MAFF; Agricultural Development and Advisory Service, Leeds: Pig Feeding Trials with White Fish and Oily Fish Silages.

C. T. Whittemore and A. G. Taylor; Edinburgh School of Agriculture, Edinburgh: The Nutritive Value of the Growing Pig on De-oiled Herring Silage.

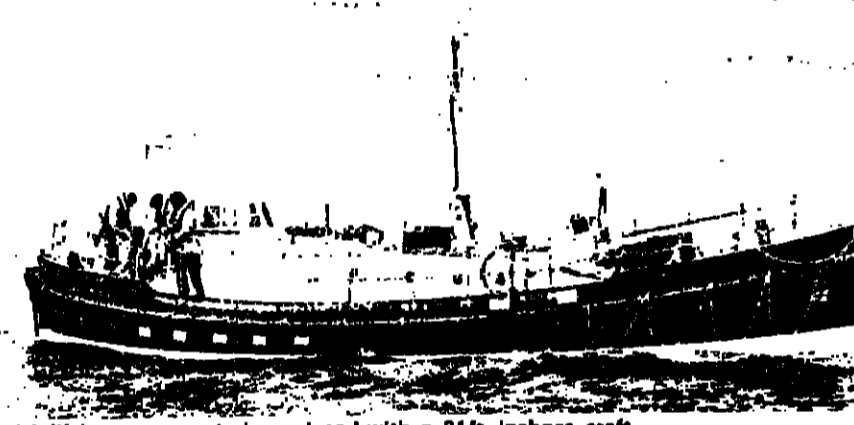
G. M. Hillyer, D. G. Peers and R. Morrison with D. A. Parry and T. P. Woods; Edinburgh School of Agriculture, Edinburgh, and Queen Margaret College, Edinburgh: Evaluation for On-Farm use of De-oiled Herring Silage as a Protein Feed for Growing Pigs.

J. Disney; Tropical Products Institute, London: A Dried Fish Silage Product.

Cash for widows

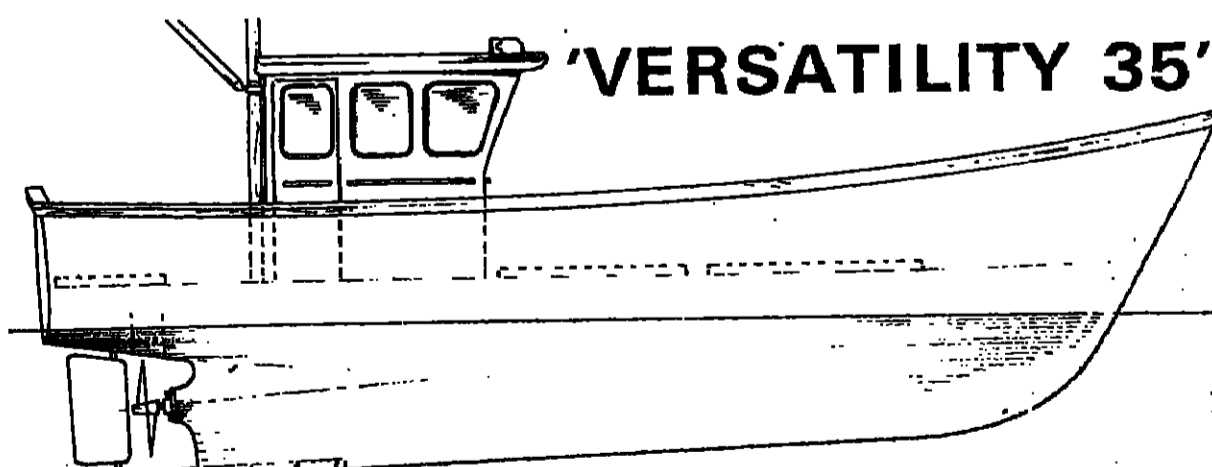
THE HULL Trawler Officers' Guild dinner-dance held earlier this month raised £873. A donation by a local club over raised the figure to £1,000.

A cheque has now been presented to Hull Fishermen's Trust Fund formerly the Hull Fishermen's Widows and Orphans Relief Fund.



Berwick lifeboat — soon to be replaced with a 21ft. inshore craft.

Orders are now being taken for the new



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L.W.L. 31ft. 9in. 9.37m.
BEAM 14ft. 4.12m.
DRAFT 4ft. 9in. 1.37m.

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

41,105: *Northern Sky*, BUT (Sk. A. V. Meech), 1,585 kits, 1, 24 days.
 41,066: *Royal Lincs*, BUT (Sk. A. Farmery), 1,485 kits, 1, 24 days.
 28,535: *Ross Khartoum*, BUT (Sk. D. Keetley), 1,385 kits, 1, 22 days.
 26,540: *Spurs*, Consolidated, (Sk. P. Blaney), 1,267 kits, 1, 22 days.
 26,531: *Prince Philip*, Boston, (Sk. K. Yates), 1,350 kits, 1, 26 days.
 26,446: *Boston Halifax*, Boston (Sk. T. Smith), 1,204 kits, 1, 22 days.
 25,981: *Ross Juno*, BUT (Sk. J. Roberts), 1,314 kits, 1, 24 days.
 25,933: *Ross Rodney*, BUT (Sk. A. E. Allen), 1,294 kits, 1, 36 days.
 25,002: *Huddersfield Town*, Consolidated, (Sk. D. Wilson), 1,271 kits, 1, 24 days.
 24,468: *Coldstreamer*, BUT (Sk. M. Neve), 1,175 kits, 1, 26 days.
 24,355: *Northern Gift*, BUT (Sk. J. Pratten), 1,192 kits, 1, 24 days.
 20,218: *Ross Kandahar*, BUT (Sk. B. Stokes), 977 kits, 1, 24 days.

Middle water

17,268: *Ross Zebra*, BUT (Sk. R. Reeves), 1,132 kits, 15 days.
 14,136: *Ross Leopard*, BUT (Sk. D. Speck), 840 kits, 16 days.
 9,000: *Ross Genet*, BUT (Sk. W. Salt), 549 kits, 14 days.
 7,725: *Ermo*, Taylor, (Sk. G. Smith), 517 kits, 18 days.
 7,434: *Okina*, Taylor, (Sk. J. McUlrich), 346 kits, 15 days.

North Sea

5,707: *Lucerne*, Lindsey (Sk. H. Ellis), 240 kits, 16 days.
 3,953: *Loveden*, Lindsey (Sk. G. Ireland), 138 kits, 11 days.
 681: *Lemberg*, Lindsey (Sk. A. Pexman), 19 kits, 5 days.

Pairs Team

8,107: *Frances Bojen*, Sleight (Sk. Jens Bojen), 379 kits, and 7,064: *Skanderborg*, Sleight (Sk. P. Pulfrey), 319 kits, both NS, 12 days.
 5,578: *Laurids Skomager*, (Sk. Jorgen Bojen), 28 kits and 5,543: *Paul Antony*, (Sk. F. Josefsen), 27 kits, both Richardson NS, 5 days. (Broken trip).

HULL

246,650: *St. Dominic*, Hamling (Sk. P. Graybone), 2,290 kits, WS, 23 days.
 240,527: *Joseph Conrad*, Newington (Sk. D. Badett), 1,968 kits, WS, 24 days.
 237,710: *St. Giles*, Hamling (Sk. T. Sawyers), 1,799 kits, WS, 23 days.
 235,069: *Hammond Innes*, Newington (Sk. W. Brettell), 1,800 kits, NG, 14 days.
 232,334: *Kingston Beryl*, BUT (Sk. T. Thompson), 1,561 kits, 1, 24 days.
 227,213: *Ross Sirius*, BUT (Sk. D. Whiting), 1,459 kits, 1, 23 days.
 226,799: *Arctic Rebel*, Boyd (Sk. P. Garner), 1,388 kits, 1, 23 days.
 226,772: *Benella*, Marr (Sk. R. Beamish), 1,260 kits, 1, 22 days.
 225,109: *Ross Altair*, BUT (Sk. D. Patterson), 1,230 kits, 1, 23 days.
 223,985: *Prince Charles*, Boston, 1,186 kits, 1, 24 days.

FLEETWOOD, Iceland

226,071: *Gavina*, Marr (Sk. C. L. Scott), 1,256 kits, 22 days.
 225,287: *Lunida*, Marr (Sk. W. G. Reader), 1,273 kits, 21 days.
 221,211: *Norina*, Marr (Sk. F. Wilson), 985 kits, 22 days.
 220,210: *Boston Crusader*, Boston (Sk. W. Harrison), 1,041 kits, 21 days.
 18,079: *Robert Hewett*, Hewett (Sk. G. Strachan), 893 kits, 21 days.
 15,671: *Boston Marauder*, Boston (Sk. R. Thornley), 825 kits, 22 days.
 15,521: *Boston Attacker*, Boston (Sk. J. Cossey), 340 kits, 15 days.
 14,298: *Royalist*, Hewett (Sk. K. Bevers), 223 kits, 13 days.

Near Water

24,372: *Rosamunda*, Ward, 141 kits, 12 days.
 23,284: *Resilience*, Ward, 98 kits, 11 days.

22,854: *Girl Doris*, Hewett, 80 kits, 12 days.
 21,495: *Charmar*, Hewett, 66 kits, 10 days.
 20,02: *Southards*, Ward, 40 kits, 7 days.

ABERDEEN

17,272: *Grampian Monarch*, North Star (Sk. R. Calto), 939 kits, 1, 18 days.
 11,157: *Janwood*, Wood, (Sk. G. J. Smith), 516 kits, F, 16 days.
 9,496: *Ben Wyvis*, Irvin (Sk. A. Campbell), 585 kits, F, 16 days.
 28,470: *Strathclova*, Brucewood (Sk. A. Simpson), 635 kits, O, 8 days.
 27,685: *Joe Croan*, But (Sk. T. Young), 499 kits, S, 14 days.

LOWESTOFT

10,144: *Suffolk Warrior*, Hobson (Sk. D. Smith), 385 kits, NS, 12 days.
 9,774: *St. Patrick*, East Coast (Sk. D. Beasford), 393 kits, NS, 12 days.
 28,700: *Suffolk Crusader*, Hobson (Sk. A. Blowers), 332 kits, NS, 12 days.
 27,625: *Boston Sea Fury*, Boston (Sk. J. Swotman), 297 kits, NS, 12 days.
 27,608: *St. David*, East Coast (Sk. J. Peek), 303 kits, NS, 12 days.
 27,393: *St. Vincent*, East Coast (Sk. T. Martin), 283 kits, NS, 12 days.

GRANTON

214,545: *Arctic Challenger*, Liston (Sk. K. Grubb), 949 cwt., 1, 17 days.
 29,905: *Arctic Invader*, Liston (Sk. P. Wanless), 662 cwt., NS, 15 days.
 27,240: *Arctic Riever*, Liston (Sk. A. Wanless), 461 cwt., F, 15 days.

NORTH SHIELDS

10,486: *Ben Chourn*, Irvin (Sk. K. Jamieson), 31,705 kilos, F, 21 days.
 5,588: *Ben Edra*, Irvin (Sk. R. J. Palmer), 30,725 kilos, NS, 7 days.
 3,076: *Scarlet Line*, Associated (Sk. J. Buchanan), 10,830 kilos, NS, 4 days.
 1,699: *Comnoran*, Irvin (Sk. N. Moore), 9,055 kilos, NS, 3 days.
 2,477: *Ben Glas*, Irvin (Sk. R. Shearer), 1,275 kilos, NS, 3 days.
 1,110: *Seaglen*, Associated (Sk. A. C. Hunter), 160 kilos, NS, 1 day.

MILFORD HAVEN

25,523: *Brenda Wilson*, Jones (Sk. R. Evans), 202 kits, 14 days.
 24,807: *Norrard Star*, Norrard (Sk. J. Manson), 165 kits, 13 days.
 24,698: *Picton Sea Eagle*, Norrard (Sk. J. Brodie), 146 kits, 13 days.
 23,473: *Picton Sealion*, Norrard (Sk. T. Salter), 90 kits, 8 days.
 21,274: *Kryzher*, Kerr, 48 kits, 9 days.
 21,240: *Georgina Wilson*, Jones (Sk. T. Smith), 36 kits, 7 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Iceland: *Boston Boeing*, *Boston Concord*, *Boston Keirle*, *Black Watch*, *Carlisle*, *Lord Beatty*, *Ross Kipling*, *Ross Renoise*, *Vianova*, *William Wilberforce*; from White Sea: *Bransley*; from Faroe and Western: *Rhodesian*, *Ross Civet*.

Expected during the week from Iceland and White Sea

Arctic Corsair, *Arctic Cavalier*, *Arctic Ranger*, *Ross Leonis*, *Ross Orion*, *St. Gerontious*, *Westella*.

PORT MARKETS

MONDAY, JANUARY 26

GRIMSBY

A moderate supply of 4,406 kits met a good demand. Prices: shell cod, £2.10/£2.50; codling, £1.80/£2.20; shell haddock, £2.20/£2.50; medium, £2.20/£2.50; small, £2.20/£2.50; skinned dogfish, £5.20/£5.50, per stone.
 HULL
 4,381 kits from three distant water vessels. Prices range per 10 stone kit, heads on: shell cod, £18.40/£23.50; shell codling, £17.70/£22.80; shell haddock, £20.20/£25.50; codling, £18.50/£21.25; bergylis, £18.50/£21.25; bulk halibut, bulk codfish or bulk haddock.

LOWESTOFT

Prices: large cod, £10/£14; large plaice, £2/£4; small, £2.50/£3.00; codling, £10/£12; large haddock, £3/£5; small, £2/£3; large turbot, £120/£125; small, £50/£60; whiting, £18; lemon sole, £48; Dover sole, £167/£170; slips £130/£138; brill, £35; roker, £32/£34; dabs, £15/£21; monkfish, £20; dogfish, £22.50; rockfish, £20, per 10st. kit.

MILFORD HAVEN

Prices: cod, £18.20/£20.50; plaice, £38; hake, £18.50/£20; monkfish, £16.80; roker, £15.80/£17; Dover sole, £10/£12 per 5st. kit.

BRINKHAM

Prices: cod, £2.95; large plaice, £3.20; haddock, £1.50; turbot, £11.80; whiting, £2.70; lemon sole, £5.20; Dover sole, £15; brill, £6.40; pollock, £2.90; squid, £3.90; monkfish, £8.20; roker, £2.70; dabs, £3.00; ling, £1.20; conger, £3.70; per stone. Scallops £1.30 per doz.

NEWLYN

Prices: cod, £2.60/£3.05; small, £4; turbot, £3; whiting, £1.30; lemon sole, £4.80; Dover sole, £15; dabs, £1.10; roker, £2.75; brill, £6.20/£6.45; squid, £3.60/£3.85; monkfish, £8.05, per stone.

EYEMOUTH

Prices: codling, £2.60; small plaice, £2; haddock, £2.40; whiting, £2 per 5st. kit; crab, £4.10 per 4st. kit; lobster, £2.35 per lb.

BILLINGSGATE

ON TUESDAY 224 tons were delivered. Average selling prices on merchants' stalls: sole, medium £1.55; large, £1.30; eels, 90p; foreign smoked salmon, £1.84, per lb; large turbot, £1.05; medium, £7; small, £4.20; selected lemon sole, £6.44; headless home water cod, £4.00/£4.70; fillets, shell cod, £5.10/£5.20; bulk, £4.70/£5.10; headless, £4.80/£5.40; codfish, £2.20/£3.10; haddock, £2.20/£3.10; gibbers, £1.24/£1.30; jumbos, £4.40/£4.50; selected whiting, £1.80/£2; sprats, £2.10/£2.30; small English dogfish, £4.50/£5; large, £5.90/£6.30; mackerel, £1.10/£1.40; fresh herrings, £2.35/£2.70; London dried haddock, £1.50/£1.60; golden cutlets, £5; filleted and selected kippers, £3/£4.50, per stone.

Shellfish
 Crabs, over 3lb., 20p/30p; under 3lb., 15p/20p; small, unsorted, 9p/12p; Dublin bay prawn tails, 55p, per lb. systems £7/£17.70, per 10st. shrimps, brown, £1.10 per gallon.

HERRING REPORT

THURSDAY, JANUARY 22

Stornoway: three trawlers, 26 tonnes; homemarket 20 at £10/0/£11.30 per 50 kg. Ullapool: 18 trawlers, 150 tonnes; homemarket 130 at £6.50/£13.80; klondyking, 20 at £7 per 100 kg. Mixed to very mixed in size 350/560 per 50 kg. Additional 45 tonnes expected.

FRIDAY, JANUARY 23

Stornoway: two drifters, two tonnes; three trawlers, 15 tonnes; homemarket 8 at £9/10; klondyking 8 at £10.50; mull 4 at £2.57 per 100 kg. Mixed in size 380/500 per 50 kg.
 Ullapool: 21 trawlers 215 tonnes; homemarket 156 at £7/13; klondyking 10 at £7 per 100 kg. Uniform to very mixed in size 320/800 per 50 kg. Additional 40 tonnes expected.

Mallaig: two pursers 36 tonnes; eight trawlers, 110 tonnes; one ringer, eight tonnes; homemarket 164 at £6.20/£16.00 per 100 kg. Uniform to mixed in size 290/420 per 50 kg. Additional supplies expected.
 Oban: two trawlers, 14 tonnes; homemarket 14 at £16.80/£17 per 100 kg. Uniform spents 280/280 per 50 kg.

TUESDAY, JANUARY 27

Stornoway: one drifter, two tonnes; five trawlers, 85 tonnes; homemarket 38 at £8/£11.30; klondyking 16 at £10.40; mea-

DUBLIN

Prices: cod, £2.16; large plaice, £3.75; codling, £1.46; sole, £3.30; plaice, £1.82/£2.10; pilgrims, £2.80/£3.10; flounders, £1.80/£2.10; pollock, £1.10 per stone; whiting, £2.70/£4.00; sole, £5.50/£15.15 per 7st. kit; prawn, £2.25 per lb.

BUCKIE

Prices: cod, £1.90/£3.20; sole, £1.50/£1.80; plaice, £1.82/£2.10; pilgrims, £2.80/£3.10; flounders, £1.80/£2.10; pollock, £1.10 per stone; whiting, £2.70/£4.00; sole, £5.50/£15.15 per 7st. kit; prawn, £2.25 per lb.

FRASERBURGH

Prices: small haddock, £12/£13; medium, £13/£14; large, £15/£17; extra large, £20/£21; small codling, £5; medium, £13/£14; sprags, £12/£10; small gutted, £12/£10; selected gutted, £14/£16; 55 lb. 16.40; monkfish, £18; prawn, 16 per box. Plaice, £3/£5; mixed lemon sole, £3/£5 per stone. Loads landed 94 boxes.

PETERHEAD

Prices: cod and white, £1.80/£2.70; monkfish, £1.40/£3.50; small sole, 4p stone. Gutted haddock, £14.50/£23; small roker, £13.40/£15 per box, 14 lb. Landed 355 boxes.

Frozen Fish

Pacific salmon, 90p; Cam: halibut, 95p; Japanese: scampi, £1.85/£2.20; mussels, 25p; haddock, 14p; sole, 14p; grey mullet, 37p; barbon: wong far, 43p, per lb. 25 plaice £7.50; cod, £5/£5.50; dabs, £5.50; squid £14/£15; kippers, £3/£3.50, per stone.

RETAIL PRICES

AVERAGE national retail prices on Tuesday, January 23, supplied by the National Fish Marketing Board: sole, £1.55; large, £1.30; eels, 90p; foreign smoked salmon, £1.84, per lb; large turbot, £1.05; medium, £7; small, £4.20; selected lemon sole, £6.44; headless home water cod, £4.00/£4.70; fillets, shell cod, £5.10/£5.20; bulk, £4.70/£5.10; headless, £4.80/£5.40; codfish, £2.20/£3.10; haddock, £2.20/£3.10; gibbers, £1.24/£1.30; jumbos, £4.40/£4.50; selected whiting, £1.80/£2; sprats, £2.10/£2.30; small English dogfish, £4.50/£5; large, £5.90/£6.30; mackerel, £1.10/£1.40; fresh herrings, £2.35/£2.70; London dried haddock, £1.50/£1.60; golden cutlets, £5; filleted and selected kippers, £3/£4.50, per stone.

DRILL

"DO YOU know of any firm which can supply a 12v drill which can be used for sanding, as well as drilling holes through fibreglass?"

A 12v DC instrument known as the Versadrill with a fin. (6mm) chuck, which can be used for drilling holes through GRP as well as wood and metal and also for sanding and polishing, is obtainable from Channel Marine (Sales) Ltd., 49 Harbour Parade, Ramsgate, Kent.

Lerwick men not seeing the light...

FISHING BOATS entering Lerwick harbour from the north have complained about the Rova Head navigation light being too dim.

The men find it hard to distinguish between the Rova Head light and the bright lights at the Norsoot oil service base.

This difficulty still exists despite the fact that Lerwick harbour trust and the Northern Lighthouse Board recently increased the light from 600 to 4,000 candlepower.

Experiments to reduce the amount of glare from the base will be held.

ALL SHELLFISH

Daily Consignments Required
R. BLOOMFIELD (Billingsgate) LTD.
 127-128 BILLINGSGATE MARKET EC3
 Daily Sale Accounts. Phone: 01-826 7320, 7749, 4830.
 LABELS SENT ON REQUEST

John Burgess' Log



Lining for spurs

"I WORK a 26 ft. double-ended boat powered by a 20 hp engine and, as I know of two dealers who are very keen on taking them, intend to use her for catching spurdogs."

"The bay here teems with them at times and, experimenting with a 5 in. mesh net 400 yards long set in by the half and 15 meshes deep, I have averaged four boxes a night for a week."

"I understand that on the east coast of England, spurdogs are caught mostly with longlines and I would like to know as much as possible about this method of catching them, the gear used and where it can be obtained."

"One of the most skilled long liners on the east coast, then I know, usually sets ten 50 fathom lines with about 400 hooks on them at low water and hauls them at low water the next day. As far as possible he sets them at night."

"I think he uses spun nylon lines with a breaking strength of about 400 lb., No. 6 fillets, 65p; hooked fillets, 1p; sole, 1p; mackerel, 1p; sprats, 1p; herring, 1p; kippers, 1p; dogfish, 50p up to 5p per 100 lb. Mr. John Green of the fishing weather has reduced supplies of plaice, cod and haddock, but saithe, mackerel and herring are available at reasonable prices in most parts of the country and will be by the weekend when the boats return."

"If regular or occasional suppliers of longline bait would like to have details of what they are likely to be able to supply and when, I might be able to put them in touch with potential purchasers."

Meanwhile, lugworms are sometimes advertised for sale in *Fishing News*.

If regular or occasional suppliers of longline bait would like to have details of what they are likely to be able to supply and when, I might be able to put them in touch with potential purchasers.

Irish Junior Fisheries Minister, Michael Pat Murphy, has announced that the Irish Industrial Development Authority is to give a £300,000 grant for the project, which will employ 200 people at full production in three years. It is expected that 6,000 tons of fish will be processed for a total value of about £3m. per annum.

Two thirds of Eirannova's fish requirements will be supplied from its own four vessels to be based at Castletownbere, while the balance will be supplied by local fishermen.

Initially, the project will concentrate on the production of filleted fish for the catering and fish finger markets. Later, it expects to branch out into more sophisticated products, such as breaded fish portions and pre-cooked products.

The Castletownbere factory will cover 36,720 sq. ft. and will include 2,000 tons of cold storage capacity.

The hope of a boost for western fishermen came from the European Parliament, where Farm Commissioner Lardinois was questioned by Irish representatives about fish prices.

He said that he realised prices in the west of Ireland are the lowest in the Community and that the industry there is badly in need of help. He promised to give priority to grants for this region.

M. Lardinois also announced that he would present measures to protect the Community fishing industry against cheap third country imports to Parliament soon.

The motion deplores the statement by Commissioner Pierre Lardinois "that there was no plan to renegotiate the EEC Common fisheries policy."

Switching to shrimps

"NOBODY has bothered much with shrimps here during the last few years and I have been thinking I might pay to put a boiler in my boat and go shrimping this summer."

"Do you boil them in sea or fresh water - and for how long? How do you know when they are properly cooked? Do you boil brown and pink shrimps for the same length of time? And where can you get a gas or diesel fired boiler suitable for use in a boat?"

"Brown and pink shrimps are treated on board in the same way. It's best to cook them as soon as possible after they have been brought in-board; they then have the best flavour and colour."

First of all you have to sort them from small flats and rubbish, and then wash them to get them as clean as possible.

You use sea water in the boiler and get it boiling away as merrily as possible before you tip batches of shrimp into it. The batches don't want to be too big or some of the shrimps may not cook properly.

Best practice is to keep the fire or flame roaring so that they are cooked in the shortest possible time; otherwise they may lose more weight than necessary and their flavour may not be so good.

Six or seven minutes is sufficient to cook each batch if the right ratio - about one kilogram of shrimps to five litres of water - is maintained and the water kept on the boil.

The water should be changed from time to time as it can affect the flavour of the cooked shrimps if it gets dirty.

After each batch is removed from the boiler, it is usually either cooled over the side or laid out on canvas or trays on a deck close to cool.

But the best practice is to put the shrimps in polythene bags surrounded by ice until they are landed later in the day, as it is possible for them to become contaminated if either of the other methods of cooling are employed.

Boilers suitable for processing shrimps, prawns, crabs and lobsters on board are obtainable from W. J. Farvis and Sons Ltd., Temple Works, Morley Road, Southville, Bristol.

They make them in seven different sizes with capacities of between seven and 100 gallons. Each consists of a lagged and lined sheet steel case, fitting pan, lid and heating unit.

Draw-off cocks can be fitted and galvanised steel baskets of varying mesh sizes can be supplied to fit any size of boiler. Boilers themselves can be galvanised when required for use in a salt atmosphere.

Those required for boiling shrimps and prawns are usually supplied with 1 in. wire mesh baskets; those for boiling crabs and lobsters, with 2 in. mesh baskets.

They can be fired by electricity, but not by diesel fuel. In small boats, the most practical arrangement is to fire them from small or large propane gas cylinders, which are obtainable from calor gas dealers.

They can be fired by electricity, but not by diesel fuel. In small boats, the most practical arrangement is to fire them

